Local Matters.

Sunday Morning, February 26, 1860.

$10 Reward.

We will pay the above reward for the apprehension, with sufficient proof to convict of every thief detected in stealing the Appeals from the doors of our subscribers. MEMPHIS APPEAL PUBLISHING CO.
February 7, 1860.

☞ Mr. W. C. Dunlap, of this city, was in Louisville Thursday.

☞ A large amount of interesting matter will be found on our first and fourth pages this morning.

CONCEALED WEAPONS.—C. Howard was fined twenty-five dollars by the recorder yesterday for carrying concealed weapons.

CRIMINAL COURT.—In this tribunal yesterday, W. D. Bell, charged with the murder of Benj. Rice, was acquitted by the jury.

☞ There are unclaimed letters in the St. Louis post office for F. Aldrich, J. McNalley & Co., and Vining & Bro., of Pine Bluff, Arkansas.

VISITORS.—We had the pleasure yesterday of a visit from Capt. Sat. Roberts, of Rodessa, who is looking round in Memphis. Judge Thomson, of Mississippi, also called upon us.

INDIGTMENT.—The grand jury of the criminal court yesterday returned an indictment against Miss Lou. Jackson, charged with assulting Mr. D. C. Pancoast with intent to kill.

POSTAL.—The office railroad mail will be closed after to-day at 12 o'clock m. The post office will be open, as usual to-day, from one to three o'clock p. m.

RECORDER'S COURT.—There were two offenders before the recorder yesterday, eight of whom were sent to the chain-gang. Of the number one was a female.

CHRISTIAN CHURCH.—There will be services in this church at 10½ a. m. and 7 p. m.—Elder Campbell, of Missouri, officiating this morning, and Elder W. J. Barbee in the evening.

FINE ARTICLES.—Hockle & Co., on Shelby street, near the Cayoso, have on hand a supply of excellent brandies, whisky and other liquor, and genuine wines of the best vineyards.

THE CITY PRISON.—There are at present one hundred and fourteen persons in the city prison, of which number sixty-six are held for felony, thirty-eight are attached to the chain-gang, and ten are fugitive slaves.

NO EXTRA.—We find we were in error in stating a few days ago that council allowed a military company $200 beyond its regular allowance. The finance committee reported against the extra, and the board sustained the report.

SPIRITUALISM.—We are authorized to say that J. O. Mansfield, the world-renowned writing test medium, may be found at his rooms Odd-Fellows' Hall, Monday, Tuesday and Wednesday of this week, as other engagements fetch a longer stay with us.

HARPERS AND OTHERS.—Fie Harpers' paper and magazine for March and for several late exchanges we thank J. A. Jones, news agent at the Commercial Hotel, who at his stand there keeps a good selection of popular papers and magazines.

MADE HIS ESCAPE.—A man named John Boyland, alias John Scanlind, was arraigned before Squire Hunt one day yesterday, at the complaint of Mr. Brown, who affirmed that she had bodily felt of Boyland. The magistrate required him to give bail in the sum of five hundred dollars to keep the peace. At a moment when the officer turned his eyes from him, Boyland ran from the presence of the court and effected his escape.

PUMPS, FITTINGS AND GASTUBES.—All these things are made, and done with ability, by J. W. Watson & Co., at No. 2 Monroe street, between Main and Front Rows; that is to say, they fit gas and steam pipe. They have also pumps of all kinds, which they will fix and set to work. Smith's patent force pump, for which they are agents, is well worth attention as a complete and extraordinary article. See the advertisement of the firm in this morning's paper.

AN EXTENSIVE ITEM.—Of the many useful institutions that add to the convenience of American life, a high place is filled by Adams express, as every citizen who has to send goods to or receive them from a distance well knows. The branch establishment in this city is well and popularly conducted, under the auspices of Henry Borden, Esq., and his courteous assistant, Mr. Offriero, to which gentlemen we are indebted for almost daily favors.

JUDICIOUS EXPENDITURES.—No money is better spent than that which is laid out for domestic satisfaction. If you wish to lay it out to an advantage and to secure 25 per cent in buying articles, without which domestic happiness cannot be complete, go to Arnold & Bro's, 348 Main street, and examine their elegant stock before purchasing elsewhere. There you will find laces, the best in the market, embroideries of the most exquisite patterns, toilette article, from the plainest dresscomb up to the most elegant Madonna comb (a real novelty;) Lubin's perfumery, soaps, powders, pomades, etc.; brushes—hair, tooth, nail and other brushes; baskets in every variety. Work-boxes, ornaments for the hair, oriental and Porcelain vases, perfumes, flowers, fancy goods, etc., etc., in endless variety, of pearl, ivory and sandlewood. An examination of these article cannot fail to bring forth admiration from all ladies, and a call will satisfy them that their goods is not only very beautiful, but also very, very cheap.

HACK AND CARRIAGE HIRE.—The practice of swindling strangers by overcharging them when they engage a hack or other vehicle, is too common in this city. A case occurred in the Chancery Court, yesterday, of Thursday last, wherein it was shown that, when in Memphis recently, the rain and mud was very badly be and three others engaged a hack to take them one mile, for which they were charged four dollars. The city ordinance regulates the rate of charge as follows: For the use of any licensed coach, omnibus, carriage, or hack within the city limits the owner shall receive the following compensation, and no more—for one day's use of a coach, omnibus, or carriage, and a driver, five dollars; for carrying passengers to or from any railroad depot, or steamboat landing, with ordinary baggage, twenty-five cents each passenger; for the use of any carriage, coach, omnibus, or hack, containing its complement, or less, hired to any one person, with the privilege of going from place to place within the city, one dollar for the first hour and fifty cents for each succeeding hour; with the charge shall reach five dollars. No person should pay more than the above, and for charging more the driver or other offender is liable to a fine of from one to fifty dollars. The street railroads will soon decrease the profits of the hack swindlers.

PRESENTATION.—We have heretofore referred to the fact that Messrs. L. B. Gill and F. W. Lynn were embarking in a newspaper enterprise at Jacksonport, Arkansas. These gentlemen have been connected with the APPEAL for several years, and as an evidence of the appreciation in which they were held by their fellow-printers, a beautiful silver, gold-lined tobacco box was yesterday presented to Mr. Gill, and a heavy gold pen and pencil to Mr. Lynn, by the compositors in the APPEAL. The presentation was made by Mr. S. P. Bassett, as follows:

MR. GILL: It is one of the best evidences of a beneficial providence that man has been so constituted that attachment is the result of association, and that our regards for each other are strengthened as that association is prolonged—a principle exposed in that popular axiom that there is more evil than good in human nature. If our attachments were not thus formed, and thus prolonged, our country would want patriotism, home its pleasures and the social circle their amenities which give a charm to society. Printers are not exceptions to this rule, as the associations of the composing-room are peculiarly favorable to warm attachments. In the room were every popular or possible question is proposed by the "copy" and discussed by the compositors, sound principles and correct judgment are sure to receive the approbation and secure the confidence, while a strict regard to the ethics of the profession and sacrifice of life, win upon the esteem and regards of fellow-workmen. In my connection with the business I have had the pleasure of knowing many such men, and among the members of the APPEAL. I have no doubt I need mention a particular example, and it savors nothing of flattery for me to say "Thou art the man."

What was before beautiful, has been made appreciable by custom—not set because it is customary is it followed in this case—that in parting with those we esteem, we sometimes press upon them some tangible token of our regards. As such, I am commissioned by the compositors in the APPEAL office to present to you this pen, yet not the less eloquent expression of our appreciation of your merits, and of our attachment. May the inscription ever remind you of old associations and of old associates.

Mr LYNN: Consider the sentiments expressed to Mr. Gill as intended for yourself, and from the same source and for the same reasons, accept this token of our warm attachment.

The parties responded in appropriate and feeling terms, and the whole party adjourned for refreshments.

Railway Committee Meeting.

At the office of Messrs. Walker & Nelson, the special committee of council, upon street railroads, consisting of Aldermen Lofland, Drew, Barnett, Nelson, City-Attorney Fowlkes, and Mayor Baugh, met last evening with Wm. Kirk, Esq., President of the People's Passenger railroad, and Messrs. Small, Hickey, and Orne, directors of the road, in conformity with a resolution passed at the meeting of council, J. M. Hill, Esq., appeared on behalf of the signers of the petition to extend Front Main street. Ald. Lofland, chairman of the committee, was called upon to preside.

A communication from the president of the road to the council was read, stating the readiness of the road to carry out their contract with the city, and naming their securities for the payment of the sums covenanted by them to be paid.

Mr. Hill explained that various property holders and residents on Main street objected to the road going on the street.

Ald. Lofland suggested that some compromise might perhaps be effected that would meet the views of both the citizens and the road.

The mayor asked what the company would do under the circumstances?

Mr. Kirk said the company were as well satisfied that the railroad would be a popular institution, that they had spoken of a willingness to exchange their present contract period for a term of two years, during which the road should lie on Main street. The speaker was sure the city had a good contract, and had obtained a hundred per cent, above what the company had thought of offering without competition. He was sure if persons from St. Louis and Cincinnati were interrogated, they would testify to the advantages of street railroads to the streets along which they run. The company did not wish to do anything unpopular with the citizens. He was sure experience would prove to them that they were mistaken in supposing the railroad would injure or annoy them. The directors of the road were willing to do all they could with justice to those having interests in it, to do away with any objection, and to promote conciliation. It was not for the road, however, to make propositions, but it was ready to consider any that should be made, and to do all that could be done to conciliate and promote good feeling.

The company wanted a contract that would protect their rights, and secure to them the advantages conferred by the agreement with council. There was a difficulty in the way of a two years contract. If some accident made the persons connected with the road unpopular, or if others, seeing they were making money on it, wished to obtain the contract themselves, the company might be thrown out of their room for others. The company were, however, for the sake of obliging and cultivating good feeling, willing to accept of one track on Main street to Beal, a double one below Beal, and a single return track on Second street. In Cincinnati there had been more opposition to the road on Fourth than there was on Main street here. Now, those who had been strongest in opposition in Cincinnati, were the road's warmest friends. Pike, of the opera house, had spent $1000 to have the cars stop opposite the opera house; Stillito, of the great dry goods store, had built a beautiful pavement to the track, and his porters and clerks continually assisted ladies on and off the cars. These two had been strong opponents. Many persons thought their business would be injured by the cars running close to the pavement. Such was not the case. The cars run in the middle of the road, and leave both sides for vehicles.

The mayor had observed that in New York and Philadelphia there were no railroads on the principle thoroughfares that there were in New York and told him they did not put railroads on Broadway because it would injure business.

Mr. Hill said only third and fourth rate streets had railroads upon them in those cities.

Mr. Kirk said the street railroad system was only three years old, and when the system was yet unknown prejudice kept them from streets where the residents now wished to have them. In Broadway, New York the railroads would be laid down as soon as the immense opposing omnibus interest was overcome—in one year Broadway would have its railroad.

Mr. Barnett understood Mr. Kirk to convey the idea that the company were so confident of the success of the road, that they were willing to risk laying it down for a short period contrary, confident of public approbation at the expiring of that time. The people on Main street risked something by having the road put down for a long period during which their trade might be damaged; the company, on the contrary, risked something by putting down a road for a short period—both parties must surrender something to reconcile their conflicting rights.

Mr. Hill had the conviction that but little business was done on the streets along which railroads run. In St. Louis the citizens had opposed the railroad system. In Main street, in this city, he believed the railroad would drive business into Second street, where there was no railroad.

Mr. Kirk said the citizens of St. Louis had not opposed the roads as street railroads, but the difficulties that had arisen came from the conflicting interests of different companies.

The mayor believed the road ought not to be on Main street. He was supported in that opinion by what he had seen in New York and Philadelphia.

In reply to a question, Mr. Kirk explained that when two cars crossed on two tracks, they would take up sixteen feet, which is less than other vehicles require, as the latter have to pass at a greater distance from each other than the cars do. Main street is nearly sixty feet wide. The effect of the roads was likely to be to cause private citizens along the route to move to the suburbs where rents were cheaper; these residences were then turned into stores at increased rents—the customers for the stores were daily brought in from the suburbs. In cases of a "rush" of trains or other vehicles, the cars would have to do just as omnibuses do, go slow, or wait if necessary.

Ald. Nelson asked if the company would be willing to postpone the matter for thirty days so that information might be obtained from other points? Mr. Kirk replied that it was a loss to the company to wait, but they would make a sacrifice to do so if it was absolutely necessary. He desired that although he done harmoniously and with good feeling.

Mr. Small said, at one time Front Row had been the principal business street of the city, now it was Main street, soon it might be Second street. He thought Main street should secure its position for the future, becoming the hive of the city system of street railroads. Eight roads from the country empty into Main street, and the street railroads would bring passengers in numbers into that street. Main street does not belong to the property-holders on the street alone; all citizens have rights there, and if those rights require the street railroad to be put there it ought to be so.

Ald. Perkins objected to Mr. Small, that the citizens out of Main street have rights of thoroughfare on Main street, but have no right to injure the business and deteriorate the property of the residents and property holders of the street. He had been told that in the famous Fourth street in Cincinnati, property was decreasing in value, and the stores were being deserted. When the speaker was in New Orleans, a short time ago, persons, among them A. D. Henkle, formerly of this city, informed him they would never agree to street railroads going on their best streets.

Ald. Barnett said Mr. Small's position about Main street was true, but the property holders had rights which the citizens generally had not—rights which rights ought not to be violated. In discussing the railroad system as existing in other cities, it would be found that opinions differ, as it does in this city upon the subject of graves and of square stone pavements. If the railroad injured property on Main street, by increasing the facilities of reaching the suburbs, there was nothing to complain of, but if it injured property by acting as an obstruction there was wrong done.

A resolution, offered by Ald. Nelson, postponing action until the 20th of March for the purpose of obtaining information from other cities, was passed. A sub-committee of three Messrs. Barnett, Kirk and Hill, were appointed to make the necessary inquiries. Mr. Kirk declined acting; he wished the opposition to obtain their own evidence, but would not give any assistance.

Adjourned.

DISTINGUISHED RAILROADER.—Allen Butler, Esq., the general western agent of the New York Central railroad, passed through this city yesterday, en route for the South. The New York Central is one of the most popular thoroughfares in the Union, and one of the most admirably managed.

PERSONAL.—Capt. T. D. May, traveling agent of the Pittsburg, Fort Wayne and Chicago railroad, arrived on the *Sea Lewis* from St. Louis yesterday. He called on us, and gave us to understand that the eastern, coupled with their western and southern connections, will soon put on a fast train for southern transit to the Northern and Eastern States.

SERENADING.—Mrs. Middlebrook will lecture at Odd-Fellows' Hall at 11 o'clock a. m. Subject—"What and where is heaven, or the condition of spirits after death;" and again at 7½ o'clock p. m. Subject—"God and evil, or all's well that ends well."

Port of Memphis.

River and Steamboat Matters.

STEAMERS LEAVING TO-MORROW.

KENTUCKY, Capt. Scott, ... LOUISVILLE.
W. H. JERRY, Capt. Marshall, ... NEW ORLEANS.
TENNESSEE, Capt. Clark, ... ARKANSAS RIVER.
RIVER WEATHER AND BUSINESS.—Tuesday at 6 o'clock, river was 5 feet 6 inches. The weather yesterday was cloudy and delightful. Business, however, was not propitious.

YESTERDAYS.—Our boats reports from St. Louis yesterday stated that the river had fallen two feet during the last four days and was still falling at the same rate. At the Chouteau Island bar there was but one foot of water in the channel, and the Missouri was falling with the Upper Mississippi open to Keokuk. Disasters had to the steamboat interest between St. Louis and the Missouri river, all within above Jefferson City on Wednesday. The boat is thought to be a total loss. Her cargo was valuable, and will be materially damaged by the falling of Lewis'ne, rendering her unseaworthy, which will let water in the vessel.

ARRIVED AND DEPARTED.—The following boats packets arrived: Lake City from Arkansas river, Ariel from White river, Ben Lewis from St. Louis, and Southerner from Louisville, all with fair trip. Departed in the morning the Southerner with freight and passengers for Louisville, the Ariel for White river, and the Lake City for Arkansas river, with freight and passengers. The Ben Lewis (Hunter) 2000 packs cotton, 2000 bdls hay, 100 sacks bran, and 11 bales cotton. The Atlantic left the Ben Lewis at the Island yesterday and brought the Ben Lewis up to Memphis. The Atlantic passed down for Arkansas river, the W. H. Lafayette for the St. Francis, the Southerner for Louisville, the Gem, Pike for White river, and the Tribune for Vicksburg. With the exception of the Gem Pike and Tribune, none of the packets that departed were low by freighted. The Washington Bee of St. Louis and the Barge from Cincinnati for New Orleans, passed down late last evening. All the steamboat boats had few freight trips.

YESTERDAYS.—The receipts of cotton by river during the week ending yesterday, reached 2,100 bales. The shipments were as follows:

For New Orleans	bales 1,500
" Cincinnati	" 1,500
" Ohio river	" 50
" St. Louis	" 50
Total shipments of the week	3,100

The receipts of cotton for the week amounted but 900 bales and the shipments 3,100 bales, which were taken by the Southerner for Louisville and Louisville for New Orleans. Marin Bottoms, which had been crowded in Hot Island, passed down last evening.....The New Orleans Bulletin says the weeks of Tuesday Thursday were the centre of attraction Wednesday. The Atlantic was for hours right of the Gem. Both lashed one of his chimneys and planted on the river with a hole into all chimney and stack.....The John Walsh was to make her trip on Tuesday evening, and was a passed south on her trip. Other part of her cargo was unknown. Capt. L. no he was bear on engaging matters, but ere the Captain's indignation gave expression to his feelings, the Walsh had passed out of sight, and left the Gem alone.....The Memphis had interested in fitting up of her tender, and of the river. The other steamboat to have been swallowed by the mouth of the Mississippi River, should be the Mississippi river.....The Pilots Point Indian left the point than ever.....The City of Memphis, for the present, remained chimneyless.....Across the river the Eclipse is waiting the decision of the Underwriters. She is said to be very badly damaged, and it is said that a whole amount of her insurance ($20,000) to put her in trim again.....The John Walsh, we fear was not insured at all.....

J. Stewart Wilson, who for the last year or so has been engaged at the chief clerk in some of our best Missouri steamboats, has retired from river business, and has become connected with the St. Louis agricultural works.....The Interchange, J. B. Ford and Ida May, downed for the Yazoo Wednesday morning.....Messrs. McKinney & Co. have on board of the Tennessee river mail packet to-day, the steamer Kenosha, formerly in the Paducah and Nashville trade, for $1,000—$1,000 in cash and the bal. one in four, eight and twelve months.....The Louisville Courier says there is a constant demand for St. Louis packets, and it is not explained to the River Rats and Tinsmiths No. 2 regularly between this port and that. Parties are about to charter one or two boats expressly for the Louisville and St. Louis line, and the book seem to abundant one or two fine boats in the trade.....Wednesday afternoon at 4 o'clock the Tribune was wrecked her chimneys down.....The New Albany Ledger says the Republic has arrived. Right there was there, and refitted, a heavy load from the Kate Kimball, which boat had just come out of the Ohio for Memphis. The Paducah, from the same place, for New Orleans, was after the Republic, and was too late to get much freight. The Paducah returned from at Newburgh at 10 cents per barrel. The Republic is repaired and painted up so as to look quite respectable. She is now bound for Louisville.....This was the here that stranded.....The Arkansas left a stump in Indianola on her down trip. The Wabash, for Mississippi, New Orleans, on Saturday last. She was a her way down to New Orleans from Lacon, Red River, with a cargo of 900 bales of cotton and cordwood. When first discovered the water was running out of the forward middle. The first was headed for the shore, which she fortunately reached, settling down with the water up to her cabin on the forward deck, in a precarious condition, and it is thought will be a total loss. There was no fatal disaster on her. She was owned entirely by Capt. Bennet, and Elijah R. Perry. Most of the cargo will be saved. Capt. Bennet has a large fatherly interest, and is well worthy having relief the rather that, and above rather. The steamboat Kate Dale left Louisville, and was engaged to pick up the floating cotton. The steamboat Vicksburg came along side, and broke down a portion of the others and river. The worthy boat and was, by common consent, allowed to be a short wheel boat—one of the class prescribed by the Board of Underwriters from running in the Red River trade after the 1st of September next. She was worth $10,000 and was four or five years old. No lives were lost by the accident.....Capt. Miller, of the Cincinnati Commercial, informs us that the Silver Moon cleared for Memphis Thursday with a full trip of freight and people, including 40 horses. Though not travel by the River Mail, must be "pretty of horses".....The Matter from Cincinnati bows to Cave-in-Rock one of the Loutier boatier barges where it will be taken with steam for moving the Memphis home. The Matter also goes to the J. N.....Mr. Jesse L. Wartmann, of Cincinnati, intends visiting and meeting a friend—a wharf-boat at Concordia, Ky., that above Fort Island—where he will attend to the matter of business and the public interests.....Capt. Timothy Dwyer, one of the original founders of the famous Cincinnati, Memphis and Arkansas Packet Co., left for Memphis Thursday night on the River Moon, the boat of Capt. John Scott, the Napoleon. We regret to learn the Commodore is an invalid, having operated the use of an his starboard pin while homeward bound from the Mississippi River. The Commodore, in the 19th.....The Sen Lewis, for St. Louis, was detained in her departure until a very late hour last night.

Boats Leaving To-Morrow.

FOR ST. LOUIS.—The splendid steamer T. P. Shelby, Capt. Marshall will be the opposite mail packet for St. Louis to-morrow, leaving at the usual hour in the afternoon. She is an admirable passenger packet, having fine accommodations and efficient officers.

FOR LOUISVILLE.—The elegant steamer Kentucky, Capt. Scott, will leave for Louisville at 4 o'clock to-morrow, connecting at that point with the magnificent Falls Mailer for Cincinnati and the East.

FOR NEW ORLEANS.—The popular steamer Pomeroy, Capt. J. C. Clarke will leave as above at 4 o'clock to-morrow afternoon. She is of the class of mail ships and one of the best passenger packets in the trade.

FOR THE ARKANSAS RIVER.—The fine steamer Lake City, Capt. Hicks, in the regular packet, for Pine Bluff, Little Rock, and all points on the Arkansas river as far navigable for steamboats. She is an admirable packet and has careful, attentive officers.

Port List.

ARRIVALS YESTERDAY.

Lake City	Memphis	Southerner	St. Louis
Ariel	White riv.	Southerner	Louisville
Ben Lewis	St. Louis	Gem Pike	White riv.
Atlantic	Louisville	Tribune	Vicksburg
Wabash	N. Orleans	Kate Dunning	N. Orleans
Napoleon	Vicksburg	Modena	N. Orleans

DEPARTURES YESTERDAY.

W. H. Morrison	St. Louis	Southerner	Louisville
Lake Lafayette	St. Louis	Kentucky	Louisville
Belle	Louisville	Ariel	White riv.
Lake City	Arkansas riv.	Gem Pike	White riv.
Kate Dunning	N. Orleans	Tribune	Vicksburg
Modena	N. Orleans		

MEMPHIS AND CHARLESTON RAILROAD—ANOTHER CHANGE OF SCHEDULE.—To-day, 26th inst., another change will be made in the schedule of the Memphis and Charleston Railroad. On and after this day the mail train going east will leave the depot in this city at 7 o'clock a. m.; express train, 4:15 p. m.; the mail train will arrive at 2:30 p. m., and the express at 2:40 a. m. The completion of the Mississippi Central and Orange and Alexandria railroads renders the change necessary—the latter from Lynchburg, Va., to Washington, D. C., direct, avoiding the circuitous route by way of Richmond, and saving, in point of distance, fully one hundred miles, and eight hours time. Both trains will run daily hereafter, making continuous connections through to Washington city, as well as to Charleston, Savannah and the South. Time through to Washington city, fifty-four hours; to New York, sixty-four hours.

PANORAMA OF DR. KANE'S LAST VOYAGE. This magnificent series of natural views will be open to the public at Odd-Fellows' Hall to-morrow night for three nights only. No man, woman, or child in this city, should neglect one look at this beautiful panorama. There are four of its views that are well worth the price of admission, viz.: the sunrise at sea, the two moonlight scenes, and the ice tornado. We say to one and all of our readers, go and see for yourselves and thank us for the advice.

THE CENTRAL DEPOT FOR GROCERIES.—By common consent the establishment of Messrs. Miller & Younkin, on Jefferson, beyond Main, has been styled the great central depot for family supplies, and very appropriately, too, for they have an assortment of groceries and luxuries that is not surpassed by that of any similar establishment in the Southwest. Their trade, which is already large, is rapidly increasing, which fact is one of the best evidences of their taste and judgment.

AN OBSTRUCTION.—The deposit of dirt thrown into the river from the grade at the upper landing is likely to prove a serious obstruction. Even with the water at its present height, the larger class of boats when heavily freighted, land in that vicinity with great difficulty. The steamer *Wm. M. Morrison* yesterday, for this reason, did not venture in to the wharf, but discharged her Memphis freight across a flatboat.

REPORT OF BOARD OF HEALTH.—Official list of deaths in the city of Memphis, for the week ending February 25, 1860, at 7 o'clock p. m.

February 19—Nancy Hill, aged 13 years, disease, typhoid fever; Patrick Walker, 40 months, disease, croup. 20—Kevin Agnes, 20 years, pneumonia.....Sick—Ann C. Richards, 23 years, consumption; Mary Woods, 35 years, consumption.....Still-born Cooley, 40 years, premature; male child, stillborn.

C. E. HOLST & SON, Sextons.

February 19—Infant son of R. C. Calhoun, 3 days, convulsions; infant son of Geo. Schreiber, 3 years, brain disease; Peter Simons, 35 years, inflammation of bowels.

W. R. SMITH, Sexton.

January 19—Julia Bulmer, aged 22 months, patrio sore throat; Mrs. John Conner, 20 years, bilious fever; Andrew Ball, 3 years, bronchitis; infant of P. Conner, 7 days, convulsions.....Sick—Nancy Hill, 7 years, hepatitis.

J. M. FLARRETY, Sexton.

Adults, 42; children, 20; males, 16; females, 6; white, 11; black, 1. Total, 12.

R. W. MITCHELL, M. D., Secretary Board of Health.

Latest News by Telegraph

Additional per Steamship Europa.

NEW YORK, February 16.—The following is in addition to the extracts given in the telegraphic summary per the Europa:

HABRAND.—Lord John Russell has published the protocols made in England to France and Austria. It is understood that other powers, not that France, will draw the troops and Turkish fleet out of Austria, and that the seat of the Central Diet. Rumor is again abroad that Russia has proposed to the Sublime Porte to cede the Danubian provinces, but no reply has been received from Austria. Lord Russell in a recent speech said he thought an amicable settlement of the Central Italian question was probable.

SPAIN.—The Emperor of Austria has received a petition from the Protestants of Hungary. He promised them satisfaction for the wrongs which had been inflicted.

ROME.—It was stated that the Pope was about to excommunicate Victor Emanuel.

The correspondent of the London Times had been ordered to quit Rome.

The Pope has made another speech, extremely hostile to the Emperor Napoleon.

An iron was making great military preparations.

The tribune of J. H. Cohen, escaped to the Leeds and Dublin trade, is unknown. His liabilities amount to $200,000.

The steamship Anglo-Saxon arrived at Liverpool on the 8th inst. from Portland.

The steamship Edinburgh arrived at Liverpool on the 8th inst. from New York.

Arrival of the Overland Mail.

ST. LOUIS, February 25.—The overland mail from San Francisco with California mails are at the Missouri Pacific Mobile's station to-day, en route for this place.

At the Panama business had improved.

The firm of Bennett & Co., business dealers of San Francisco is suspended.

The principal portion of Parkinson, butter county, had been destroyed by fire; loss estimated at $70,000.

The overland mails from St. Louis of the 9th and 10th inst., had not arrived at San Francisco on the 2nd inst.

The new gold bullion which were being spread throughout the State were yielding well, and yet in no sensible amount withdrawn from the market by the closing of the new Atlantic mines.

Two trains of silver ore were on the way from San Francisco from Santa Cruz; one from the Washington mines in Carson Valley have been sold for $7,000. Coarse gold specimens of a rich quality have been discovered on the gold diggings of British Columbia.

Thirty-fifth Congress—First Session

WASHINGTON, February 25.—SENATE.—In the Senate yesterday, Senator Fitzpatrick, of Alabama introduced a bill in answer to the petition of Mr. Dallas for carriage for United States mails between the United States and New Orleans.

Senator Doolittle of Wisconsin, spoke on the resolutions introduced by Senator Brown, of Mississippi.

Adjourned until Monday.

HOUSE.—The proceedings in the House to-day were of an unimportant character. Three unimportant bills were held for the House yesterday.

Affairs in Indian Country

The Difficulty Hungarian.

HALIFAX February 25.—The wrecked steamer Hungarian, of Liverpool, has been found. She had three feet of water, and eight passengers, most of whom were in the steerage. No list of names has been found.

Wednesday steam clipper Journal of London, of the steamship Hungarian, attempted to rescue.

Sailing of the Kangaroo.

NEW YORK, February 25.—The steamship Kangaroo, sailed at noon to-day from this port for Liverpool with $100,000 in specie. She took off the mails from New Orleans of the 18th and intercepts deep tides of the 20th inst.

Murdered by Negroes

WASHINGTON, February 25.—The Rev. Mr. Lawrence W. Ryder, member of Congress from South Carolina, received a letter this morning dated at Camden, Kershaw, a physician, residing at Blatta, had been murdered by some of his negroes while quiet in bed.

Bark Atlas Ashore.

BOSTON, Feb. 25.—The bark Atlas, bound from New Orleans to Boston, went ashore yesterday morning in Chatham road. A portion of her cargo will have to be discharged.

Arrival of Vessels at New Orleans.

NEW ORLEANS, February 25.—The ship Wildfire from Liverpool and the bark Rosalind from Rio De Janeiro, arrived at this port to-day.

THE COMMON LAW AND CHANCERY JURISDICTION.—Our returns from the various precincts in the county are not yet complete; the result, however, is well known. The majority for Mr. Dixon will be about five hundred votes.

☞ The Pikuo Opera Troupe.—We received a letter from the agent of the Parodi Italian Opera Troupe last evening, informing us that that troupe would visit this city at an early day.

NOTICES FOR THE SOUTH.—The advertisement in another column, under this head, is from a firm in Philadelphia that can be relied on by our readers.

☞ We are indebted to Capt. Lathrop, of the Columbus and Cairo railroad packet *R. R. Cheney*, for packet to Belmont of the mails.

REMOVAL.—Dr. T. A. Mears has removed his office to the south-east corner of Main and Washington streets—fifth room up stairs.

DIED,

On Saturday, February 25, at 10 o'clock, Mr. C. M. Wellons, aged 18 years.

The funeral will take place at 3 o'clock, this afternoon, from the residence of Rev. Stewart, in the west side of Poplar street, east of Dunlap.

MARRIED,

On Sunday, February 12, on board St. Louis, by A. M. Ferguson, Esq., Mr. JOHN MCDIRTY to MISS MARTHA MALINDA ADALINE CLINGMAN.

At the residence of Eugene Randolph, Esq., on the evening of the 23rd inst., by the Rev. Thos. Boss, Dr. M. SATTERLEE to MISS MINERVA A., daughter of Samuel Boyce of Virginia.

New Advertisements.

GRAND BALL,

—BY—

INDEPENDENT FIRE COMPANY,

AT EXCHANGE BUILDING, ON WEDNESDAY Evening, February 29, 1860.

OYSTERS, Game, Game, Game, Brandy, various vintages, in N. & W. and N. cocks.
"Champagne" Brandy, very old, in N. and N. pipes.
Pure and Rich Wine, in N. and N. pipes; very choicest in N. cocks.
"Harmony" Sherry Wine in N. cases.
Old Madeira Wine in N. and N. cases.
Pure Jamaica Rum, in puncheons.
Imported and for sale from United States Customhouse stores, by THOMAS THOMPSON,
feb26-dlw No. 36 Front Row.

More Goods, New Goods!

STILL MORE ARRIVING

AT

ARNOLD & BROTHER,

348 MAIN STREET,

Have and Embroideries, Lace Sets, Edging, Insertings, Transferring, Flounces, Collars, Sleeves, Ladies' Gloves, Infants' Robes, Waists, etc. Hosiery and Gloves, Which we will sell at 25 per cent less than regular prices. We must make room for new arrivals, and we are bound to sell lower than the lowest.

J. W. WATSON & CO.

No. 2 Monroe Street,

Between Main Street and Front Row,

GAS & STEAM PIPE FITTERS

DESIRE to inform the public in general that they have the largest and best selected stock of

Gas Fixtures

in the city. Buildings fitted up at short notice.

STEAM WORK.

Steam Pipe and Fittings, Sheet Lead, Blue Lead Pipe of all kinds and sizes.

PUMPS.

All kinds of Brass and Iron Force and Lift Pumps for railroads, cisterns, deep well and river Pumps.

BATHS.

Baths fitted up in the most complete style. All work warranted.

SMART'S

PATENT FORCE PUMPS.

We have bought the State right for the sale of these extraordinary Pumps. We and every one knows that heretofore these pumps have the most complete force pump that has ever been invented or at will be for simplicity and durability. These pumps are not the price of the New York State Fair; Pennsylvania State Fair and Ohio State Fair. Call and examine them.

1860. SPRING 1860.

NOTIONS

FOR THE

SOUTH!

M'CAULEY,

BROTHER &

BREWSTER,

PHILADELPHIA,

Have a large and complete assortment of

HOSIERY,
GLOVES,
SHIRTS,
FANS,
BELTS,
WOVEN TRAIL SKIRTS,
PERFUMERY,
STATIONERY and FANCY GOODS,

To which they invite the attention of Southern Customers.

☞ Boots' attention paid to orders. feb26-1m*

J. L. FINNEY.....W. H. FINNEY.

FINNEY & BROTHER,

Wholesale Dealers in

GROCERIES

AND

Commission Merchants,

No. 132 North Second Street,

(Between Washington Avenue and Vine st.)

ST. LOUIS.

PARTICULAR attention paid to the purchase of Flour, Bacon, and all kinds of provisions on commission.

Refer to Messrs. Wm. Farwell & Co., Boston; E. P. Arnold and Co., Cork & Co., Forsyth, Jenkins Bros., S. S. Hayter & Co., Wall & Johnson, Hendrie & Walker.

Business Notices.

☞ Would the use of complaining of hard times and wishing to wear, when, for a little, you can have your last unmade of your dressed and fashionable apparel? The proper condition of things is very plain, and yet it is very easy to make them so. Prices: Jeans, 50, 62½ at 75, 87½ and 100; Cassimeres, 62½ at 75, 87½ at 100, 1.25 at 1.50, 1.75 at 2.00, 2.50 at 3.00, 3.50 at 4.00, 4.50 at 5.00, 5.00 at 6.00, 6.00 at 7.00, 7.00 at 8.00, 8.00 at 9.00, 9.00 at 10.00, 10.00 at 11.00, 11.00 at 12.00, 12.00 at 13.00, 13.00 at 14.00, 14.00 at 15.00, 15.00 at 16.00, 16.00 at 17.00, 17.00 at 18.00, 18.00 at 19.00, 19.00 at 20.00, 20.00 at 21.00, 21.00 at 22.00, 22.00 at 23.00, 23.00 at 24.00, 24.00 at 25.00, 25.00 at 26.00, 26.00 at 27.00, 27.00 at 28.00, 28.00 at 29.00, 29.00 at 30.00, 30.00 at 31.00, 31.00 at 32.00, 32.00 at 33.00, 33.00 at 34.00, 34.00 at 35.00, 35.00 at 36.00, 36.00 at 37.00, 37.00 at 38.00, 38.00 at 39.00, 39.00 at 40.00, 40.00 at 41.00, 41.00 at 42.00, 42.00 at 43.00, 43.00 at 44.00, 44.00 at 45.00, 45.00 at 46.00, 46.00 at 47.00, 47.00 at 48.00, 48.00 at 49.00, 49.00 at 50.00, 50.00 at 51.00, 51.00 at 52.00, 52.00 at 53.00, 53.00 at 54.00, 54.00 at 55.00, 55.00 at 56.00, 56.00 at 57.00, 57.00 at 58.00, 58.00 at 59.00, 59.00 at 60.00, 60.00 at 61.00, 61.00 at 62.00, 62.00 at 63.00, 63.00 at 64.00, 64.00 at 65.00, 65.00 at 66.00, 66.00 at 67.00, 67.00 at 68.00, 68.00 at 69.00, 69.00 at 70.00, 70.00 at 71.00, 71.00 at 72.00, 72.00 at 73.00, 73.00 at 74.00, 74.00 at 75.00, 75.00 at 76.00, 76.00 at 77.00, 77.00 at 78.00, 78.00 at 79.00, 79.00 at 80.00, 80.00 at 81.00, 81.00 at 82.00, 82.00 at 83.00, 83.00 at 84.00, 84.00 at 85.00, 85.00 at 86.00, 86.00 at 87.00, 87.00 at 88.00, 88.00 at 89.00, 89.00 at 90.00, 90.00 at 91.00, 91.00 at 92.00, 92.00 at 93.00, 93.00 at 94.00, 94.00 at 95.00, 95.00 at 96.00, 96.00 at 97.00, 97.00 at 98.00, 98.00 at 99.00, 99.00 at 100.00, 100.00 at 101.00, 101.00 at 102.00, 102.00 at 103.00, 103.00 at 104.00, 104.00 at 105.00, 105.00 at 106.00, 106.00 at 107.00, 107.00 at 108.00, 108.00 at 109.00, 109.00 at 110.00, 110.00 at 111.00, 111.00 at 112.00, 112.00 at 113.00, 113.00 at 114.00, 114.00 at 115.00, 115.00 at 116.00, 116.00 at 117.00, 117.00 at 118.00, 118.00 at 119.00, 119.00 at 120.00, 120.00 at 121.00, 121.00 at 122.00, 122.00 at 123.00, 123.00 at 124.00, 124.00 at 125.00, 125.00 at 126.00, 126.00 at 127.00, 127.00 at 128.00, 128.00 at 129.00, 129.00 at 130.00, 130.00 at 131.00, 131.00 at 132.00, 132.00 at 133.00, 133.00 at 134.00, 134.00 at 135.00, 135.00 at 136.00,